

INTIMATIONS



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CHEMISTS, DRUGGISTS AND PERFUMERS.

By Appointment to His Excellency THE GOVERNOR.

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DEATH.

SETNA.—On September 23rd, at No. 8, Granville Avenue, Kowloon, MEHR-BAT, beloved youngest daughter of Mr. and Mrs. S. D. SETNA. Deeply regretted. (1170)

HONGKONG OFFICE: 104, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 24TH, 1914.

THE news telegraphed by our Peking Correspondent that the Chinese Government has entered into an agreement with Messrs. SAMUEL & Co., a well-known British financial house, for a loan of £10,000,000 sterling for the development of Hankow, is a welcome indication that the Government, in spite of the adverse circumstances which the war in Europe has set up, is keeping steadily in view the need of preparing for the vast changes which the construction of railways and other means of peaceful revolution and reform are destined to create in China. During the last ten or fifteen years it has been made increasingly manifest that the Wuhan towns—Hankow, Wuchang and Hangyang—are destined to become the commercial, financial and industrial metropolis of China. The railway developments in this region during the past decade especially have given to these towns—which though independent in matters of government and separated by the Yangtze and the Han, are nevertheless in a very real sense a composite city—a unique commercial and economic position. "The great North to South line of communication here crosses the great East to West route, and thus," as one of the reference books remarks, "these three cities may take toll of an immense volume of traffic, and even if there were no other resources for the sustenance and employment of the people, the work of receiving and forwarding merchandise and the business of exchanging products would still give rise to the concentration at this point of an enormous population." Hankow is not uncommonly spoken of even now as the

Chicago of China, though a Commissioner of Customs, just before the revolution which brought ruin and desolation to the Wuhan cities, wrote: "To justify that description is doubtless the aim of many of its people, but the day of accomplishment is far off." He admitted that the city has natural advantages as a receiving and distributing centre, with plentiful adjacent supplies of coal and iron and raw materials, such as cotton, flour, silk and ramie, but he remarked that as land in the cities and concessions has become dearer the factories have gone further afield. Still, they have not gone so far afield as to deprive the Wuhan cities as receiving and distributing centres of the commercial benefits of these developments. Indeed, in another part of his Report the Commissioner wrote that "the ruin caused by the revolution has only brought nearer the day that will see Wuhan a mighty manufacturing centre, though its immediate wealth is the agricultural products of its hinterland." When peace was restored after the revolutionary war had laid these cities in ruins more or less, it was at once recognised by the Chinese authorities that the opportunity presented itself to rebuild the cities on modern lines and so prepare for the great and important future which is certainly theirs. The foreign part of Hankow, which consists of five Concessions—British, Russian, French, German and Japanese, lying in that order along the left bank of the Yangtze, below the native city—shows a development corresponding with the progress in the Wuhan cities. In his report for 1912 (the latest to hand) the Commissioner of Customs wrote: "Very little has been done, from a modern point of view, toward rebuilding the burnt portion of the Chinese city destroyed during the revolution. It is true that a good many houses have been run up out of the ruins and on foundations of old ones; but not a single thought has been given to modern requirements. Much difference of opinion exists among the Chinese as regards the necessity for wide streets and for up-to-date sanitary measures; and while the powers-that-be are wrangling over the question, the order of the day with property owners seems to be to construct some sort of a house on their lots in the belief that, once built and occupied, they will be left undisturbed, no matter which way the discussion ends. The chances, therefore, of ever seeing the Hankow city rebuilt on modern lines are growing less each day, although there is still a good deal of talk of improvements to be introduced. In the meantime rents are soaring 'sky high,' and more and more Chinese are settling in the Foreign Concessions. The landlords in the Concessions are making hay while the sun shines, and the charges for houses occupied by Chinese have almost doubled the rates prevailing before the revolution." We conclude from our Peking correspondent's telegram that the powers-that-be have now definitely made up their minds concerning the public improvements to be undertaken. Included in the scheme is a bridge over the Yangtze, or a tunnel underneath the river, and a bridge over the Han River. These enterprises will unite the three cities in a way which is certain to have an important influence upon the consolidation of their common interests and the promotion of their general welfare. The Wuhan cities by reason of their geographical position and their growing importance as a great railway centre are destined to have a big future, and the Government is simply undertaking an imperative duty in borrowing the funds necessary to carry out public improvements of a manifestly urgent character.

The Supreme Court and the Summary Court are now "in vacation."

A meeting of the members of the Hongkong St. Andrew's Society is advertised for Wednesday next.

Robert Pugh, carpenter of the British steamer *Oupark*, was drowned recently as he was returning to his ship early in the morning.

According to the Manila papers, 101 inches of rain fell at Baguio in twenty days. The statement is made on the authority of the Mayor.

An announcement by the Hongkong Stockbrokers' Association will be found in our advertisement columns with reference to the September settlement.

The Hongkong Technical Institute re-opens on Monday, October 5th. A list of the subjects taught in the evening classes is given in an advertisement on page 4.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE GREAT STRUGGLE IN FRANCE.

SMALL GERMAN COLUMNS CROSS THE FRONTIER.

LONDON, September 22nd.
8.10 p.m.

A Paris official communiqué issued this afternoon states:—
In the Woivre district the enemy made a violent attack from the heights all along the Meuse but were repulsed.

Small German columns have crossed the frontier near Blamont. The Germans displayed a certain amount of activity along the whole front, from the Oise to Woivre, all day yesterday, without achieving any appreciable result.

Our Left again forced the enemy to give ground. The enemy between the Oise and Aisne has confined himself to a prolonged cannonade.

The Germans attempted the offensive against the Centre between Rheims and Souain, but were repulsed. We have made some progress between Souain and Argonne. The situation from Argonne to the Meuse is unchanged.

LONDON, September 23rd.
1.55 a.m.

A Paris communiqué issued at 11 p.m. regarding the operations in the theatre of war says the situation is unchanged.

BRITISH OFFICIAL STATEMENT ON RECENT FIGHTING.

LONDON, September 22nd.
9.45 p.m.

The Official Press Bureau issued to-night a further descriptive statement from the British Headquarters covering the fighting from the 14th to the 17th inst.

The British detachments which had crossed the Aisne maintained their positions on Monday, the 14th, despite severe counter-attacks at dusk. At night strong reinforcements crossed over on pontoons and ferry. Close co-operation was maintained with the French army and good progress was made. It rained heavily during the night. We found that the enemy had made strong defensive preparations, and we consequently continued to improve our entrenchments against the fiercest artillery fire.

The enemy on Tuesday maintained a continuous bombardment, including heavy guns brought from Manbeuge. All the German attacks failed, although at some places they were repeated six times. One on the Fourth Guards Brigade was repulsed with heavy slaughter. The rain recommenced in the evening.

On Wednesday, the enemy was less active. It was mostly an artillery duel. The Third Division captured 40 prisoners.

On Thursday there was little change. The Germany infantry attacked our extreme Right, but were repulsed with heavy loss, this time by Field Artillery.

SIR JOHN FRENCH'S HIGH TRIBUTE TO THE SPLENDID BEHAVIOUR OF HIS ARMY.

Field-Marshal Sir John French has issued a special "Order of the Day" expressing his deep appreciation of the splendid behaviour of the British troops in the Battle of the Aisne where the enemy position was one of extraordinary strength. He praises the gallantry of the attacking position in repulsing desperate counter-attacks and says he is unable to find words adequate to express his admiration. He concludes: "The French Armies are making good progress. I feel sure we have only to hold tenaciously the ground we have won a short time longer when the Allies will again be in full pursuit of the beaten enemy. The self-sacrificing devotion and splendid spirit of the British Army will carry all before it."

THE CANADIAN CONTINGENT.

10,000 MORE MEN THAN BRITAIN ASKED FOR.

LONDON, September 22nd.
1.40 p.m.

A message from Val Cartier Camp states that Colonel the Hon. Sam Hughes, Minister of Militia and Defence, has announced that Canada is sending 10,000 more men than Great Britain asked for. This has caused great rejoicings in the camp.

The firing line will consist of 22,500 men, with 9,000 reserves and 7,500 horses.

This number includes the Patricia Regiment, Strathcona Horse, Canadian Dragoons, Infantry and Artillery, and also 300 machine-guns.

RUSSIANS OCCUPY ANOTHER AUSTRIAN FORTRESS.

LONDON, September 22nd.

A Petrograd message states that the Russians have occupied Jaroslav fortress (in Galicia), which is a most important railway centre.

[THROUGH REUTER'S AGENCY.]

THREE BRITISH CRUISERS SUNK BY GERMAN SUBMARINES.

H.M.S. "CRESSY" REPORTED TO HAVE SUNK TWO SUBMARINES.

LONDON, September 22nd.
4.55 p.m.

The Official Press Bureau announces that H.M.S. *Aboukir*, H.M.S. *Hogue*, and H.M.S. *Cressy* have been sunk by submarines in the North Sea.

The *Aboukir* was torpedoed first, and the *Hogue* and the *Cressy*, were torpedoed while standing by to save the crew.

A considerable number were saved by another warship division, destroyers, trawlers and boats.

LONDON, September 23rd.
12.40 a.m.

A steamer has arrived at Ymuiden (Holland) with 287 British survivors of the torpedoed cruisers. They include one dead and a few wounded.

12.45 a.m.

The accounts given by the survivors at Ymuiden are that five German submarines attacked the three cruisers. Other British cruisers and torpedo-boat destroyers rushed to their assistance and are reported to have destroyed two submarines.

Steamers are bringing survivors and wounded to Ymuiden.

1.20 a.m.

Eighty survivors of the torpedoed cruisers have been landed at Harwich. It is estimated that 700 officers and men have been saved.

Thirty officers were rescued at sea and landed uninjured dressed in sacks, shawls, etc.

3.00 a.m.

A further telegram from Ymuiden says that the *Aboukir* and then the *Hogue* were torpedoed at 6 o'clock in the morning. It is reported that the *Cressy* sank two submarines and was herself torpedoed and sank at 8 o'clock.

[The three armoured cruisers mentioned in the telegram are about twelve years old. The *Cressy* was built at Govan, being completed in 1901; the *Aboukir* was also built at Govan, being completed in 1902; the *Hogue*, which was also completed in 1902, was built at Barrow. They were ships of 12,000 tons displacement and cost about £750,000 each. Each, according to *Brassey's Annual*, had a complement of 755.]

CAPTURE OF A GERMAN ARMED MERCHANT-MAN AND TWO COLLIERIES.

WITH COAL AND PROVISIONS FOR GERMAN CRUISERS IN THE ATLANTIC.

LONDON, September 22nd.
10.20 p.m.

The Admiralty announces that on the 12th inst. a British cruiser operating in the North Atlantic captured the Hamburg-America armed merchantman *Spreevald*; also two colliers carrying 6,000 tons of coal and 180 tons of provisions for the German cruisers in the Atlantic.

THE BRITISH AND GERMAN CAPTURES.

LONDON, September 22nd.

The Official Press Bureau announces that 92 German vessels have been captured since the outbreak of the war, while the Germans have captured but 12 British out of 4,000 trading overseas.

MAGNIFICENT SERBIAN VICTORY.

LONDON, September 22nd.

A message from Nish states that the Serbians defeated 150,000 Austrians on the Drina near Krupanj. The enemy were making a desperate attempt to penetrate Serbia and thus prevent the Serbians from advancing into Bosnia. The Serbian army on the Drina was hastily reinforced and gained a magnificent victory.

ADMIRAL JELlicoe: A MAN OF IRON NERVE.

On the very day when the crisis reached its height, says the *Naval and Military Record*, the appointment of Admiral Sir John Jellicoe to command the Home fleet was gazetted. The announcement is of the greatest significance. It is true that it was foreshadowed before the clouds gathered, and that the official appointment is to date only from December 1st. But the popular belief that Sir John Jellicoe will go aloft in supreme command of the British fleets is probably not wrong.

Admiral Sir George Callaghan, whom he is appointed to succeed, will be sixty-three years of age on December 5th next. He thus reached the age-limit of Admiral's rank within four days of the time appointed for him to haul down his flag. He has proved himself (says *The Observer*) an excellent Commander-in-Chief. If Sir George Callaghan were to remain in command, Britain might be well content to entrust her destinies to him. But Sir John Jellicoe has the advantage of eight years in point of age, and has long been marked out as the predestined head of our fleets in the event of war.

In 1898 Sir John was commander of the *Victoria*, and was one of those who, on that fateful day of July, went down with his ship—to rise again. Most men who survived that experience had their nerve broken. There are few of them still in the service. But Jellicoe was an exception. His is an iron nerve which will not break. And so we find him next, in 1900, captain of the *Centurion* in China, and chief of staff to Admiral Sir Edward Seymour during the first advance to relieve the Legations at Peking.

Once again the navy and the country nearly lost his services, for he was severely wounded in the fighting, but once again he was preserved for his country's hour of danger. He became Director of Naval Ordnance during the administration of Lord Fisher; hoisted his flag aloft as Rear-Admiral in the Home fleet, as Vice-Admiral Commanding the Atlantic fleet, and as Vice-Admiral Commanding the Second Battle Squadron of the First fleet. Since 1912 he has been Second Sea Lord, and it has been a standing preoccupation of the Admiralty "not to use Jellicoe up too soon." He is one of the great gunnery men of the day—great both scientifically and practically. He knows that the way to win a naval action is to "hit first and keep on hitting." It is certain that, if he goes aloft in supreme command, he will have the confidence of every officer and man in the fleet. The keen face and the steady eye bespeak the man. The strong lower jaw shows the determination of his character; the high forehead gives indication of his power of thought. Sir John Jellicoe is very much "l'homme rond." Easy and unaffected in manner, ready, terse, and lucid in speech, he is by no means the type of sailor who is only at home on his quarter-deck. He has a wide and sound knowledge of men and things and that variety of interests which a man of quick and powerful mind and sound health ought to possess. He is, in fact, the embodiment of the new navy, the navy which demands brains and thought and scientific equipment.

NO FOOTBALL THIS SEASON.

ANOTHER UNHAPPY EFFECT OF THE WAR.

An unhappy effect of the war in Hongkong will be that we shall have no football this season. There were hopes at one time, but now that a portion of the regular forces have been removed, and other changes have taken place, and also looking at things generally, I shall be very much surprised if a single football match will be witnessed at Happy Valley this season; excepting those haphazard street ties which are always being indulged in by the Chinese youth, who follow the English games with a student's eye and power of absorption. Of the regiments who last season provided us with so many exciting games, only the R.G.A. remain, and I am informed that the men will be so busily employed with their military duties that no time will be found for football. The same may be said of the Navy teams, and even if it were possible for Hongkong to run Rugby and Soccer teams, bearing in mind that practically all the Club members have their spare time fully occupied with their volunteering duties, the position would be this, that they would have no-one to play against.

Of course, if the war came to a sudden conclusion, which is obviously very improbable, there would be some football, though the sting and variety of last season would be absent. But the signs of the times say that all the football kit will have to be bundled away with many regrets this season, and we must console ourselves with thoughts of the many stirring encounters with which we were favoured last season. Many of the players who took part in those exciting struggles are now engaged in a more grim contest, in which success or failure is of infinitely more importance even than the ups and downs of a football match. To those so engaged we express the hope that they may make a safe and sure return, and that when yet another season comes round we may all meet again, quite sound, and face each other in the same happy spirit.

The missing of a season perhaps hits the Hongkong Rugby Club harder than any of the others. Two seasons ago the constitution of the Club and its playing strength could never be described as sound. Just before the commencement of last season Round, and several others equally as keen as himself, but whose names do not come so readily, made an admirable effort to put their "house in order." All the available Rugby talent was hunted up, there were numerous trial games, and as a result a really good all-round team, with just a few stars who made themselves objects of notice, was the outcome, and the successes of last season, where defeats had previously been expected, will be a feature in the Club's history. And another such season had been looked forward to this time, but will now have to be huddled away with the kit. Coming at this critical period in the Club's history this forced foregoing of a season by no means pleases the Captain or Secretary. However, they gallantly bow to Fate and keep their eye on the season which will follow the blank one, and during the interim all the old players will be kept on a sort of parole. By this means it is hoped that the quality of the team will not be impaired, and also that the membership shall not be allowed to weaken.

I have been informed, and see no reason to doubt the statement, that the Treasurer would not be at all annoyed if the members paid their season's subs. as usual. Money is always useful to a football club which has to eke out its own existence.

"SCRUM HALF."

ROYAL HONGKONG GOLF CLUB.

SEPTEMBER CAPTAIN'S CUP AND POOL.

Played over Happy Valley on the 23rd, 24th and 25th inst.

CUP AND POOL.		
Mr. A. H. Burgess	84-4	80
Dr. Lindsay Woods	85-3	82
Mr. A. A. G. Jackson	94-12	82
Lieut. H. G. Bagnall	85-2	83
Mr. F. Devington	95-12	83
Mr. F. Maitland	105-24	84
Mr. J. Hooper	95-10	85
Qualifies for Cup.		
Wins Pool. 18 Entries.		

ACT OF REMARKABLE BRAVERY.

A Japanese paper says:—An account of an act of remarkable bravery of a Japanese sailor is to hand. The crew of one of the Japanese scouting boats just outside the Kiseon Bay described a mechanical mine which was exposed to view by reason of the ebb tide. One of them leaped overboard and swam to the mine. He further caused it to explode before the eyes of his admiring superiors and comrades. The brave sailor returned to his boat unhurt.

A Chinaman named Tang U, alias Tang Sui who obtained money from unsuspecting Chinese by passing himself off as a Treasury official, was sentenced to four months hard labour by Mr. Wood yesterday.

THE PRIZE COURT.

CONDEMNATION OF H. A. L. "FRISIA."

The Chief Justice (Mr. H. H. J. Gompertz) sat at the Supreme Court, in Prize, yesterday, to consider the case of the Hamburg-America Line steamship *Friska*, which was captured a few weeks ago by H.M.S. *Triumph*.

Much interest was evinced in the somewhat novel action by the members of the legal profession, many of whom listened to the proceedings.

The application for adjudication was made by the Attorney-General (Hon. Mr. J. H. Kemp) upon a motion signed by the Assistant Marshal of the Prize Court, Mr. J. Lee Jones (who was present in his official capacity). The owners of the vessel were not represented.

The Attorney-General said the proceedings were for condemnation of the German steamship *Friska* which was captured by H.M.S. *Triumph* on August 22nd. An affidavit on the ship's papers had been filed, standing interrogatories had been taken, a motion served and service endorsed in the case, which was therefore ripe for first hearing. The motion was served on September 2nd and expired yesterday; no claim had been filed in response to it. A first hearing, as his Lordship knew, was heard entirely upon two sets of evidence—the ship's papers, and the standing interrogatories. After referring his Lordship to certain sections of the Rules for Colonial Prize Courts governing this procedure, the Attorney-General said it would be quite clear to him from the ship's papers that the ship belonged to the enemy and should be condemned at the first hearing. The ship's papers and standing interrogatories established two things: first that the ship was sailing under the flag of the enemy nation—and that alone he submitted was sufficient proof—and that the ship was the property of persons in the enemy territory. His Lordship had a translation of the papers in German, and copies of the rest of them in English. The first paper was an "official list of the German steamship *Friska*." On that appeared a list of the crew and the port of registry, Hamburg. Document 25 was "from the Hamburg-America Line to the captain of the s.s. *Friska*" and in it was advice to captain as to what to do in case of war. It was published by Hamburg steamship owners. The Attorney-General then referred his Lordship to the standing interrogatories, the first being that of the master, H. Rohde. The ship was only completed in April this year it appeared, this being her first voyage, and the captain, when asked under what colours he sailed, replied "German." He was also asked "What other colours had she on board?" and replied "Ordinary signal flags. The only national flag was the German." He further said that the owners were the Hamburg-America Line at the time the vessel was seized. The Chief Officer made similar statements regarding the ship's flag and owners, and on the latter question being carried a little further the Chief Officer said the owners were German by birth, that they resided at Hamburg and were German subjects. The answers of the Second Officer were to the same effect. Thus two things were established: that the flag was German, and the ownership was German. To show that the flag alone was sufficient to attach enemy character to the ship the Attorney-General referred his Lordship to four cases. It was not clear, he added, what, if any, was the state of the cargo of the ship. The manifest stated no cargo, the Chief Officer and the Second said there was no cargo, but the Captain said there was cargo. He understood that as a matter of fact a large amount of coal had been placed on the top of the hatches and this rendered it impossible to say at present what cargo there was, so he proposed to ask his Lordship to make an order condemning the ship and a further order that the cargo, if any on board, be unladen, inventoried and warehoused. His Lordship had power to do this under Section 34 of the Prize Act, 1864. This order was not a final one as regards the cargo and freight. Nobody appeared for the cargo. Certain inquiries had been made about it, but no claim had yet been received.

His Lordship—Nor for the freight? The Attorney-General—No. His Lordship agreed to make the order in the terms asked for, stating that it seemed to him that the ship was clearly classed by all the circumstances, the papers, flag and interrogatories, as an enemy ship. It was his duty therefore to condemn her as a lawful prize to His Majesty. At the Attorney-General's suggestion he would not now make any order as to her sale.

The case in which five Indian cooks were charged with the theft of silk from various shops in Queen's Road, has been settled.

ST. JOSEPH'S COLLEGE SCOUTS.

OFFICIAL INAUGURATION.

From now onwards the 70 odd smart and soldier-like lads who constitute the St. Joseph's College Troop of Scouts may look upon themselves as a responsible section of that immense body of Scouts who range themselves under the name of one of England's most famous Generals. They are now recognised as Baden-Powell Scouts, and judging from their remarkably good turn-out on the occasion of the official inauguration, which ceremony was performed in the College Square last evening by Major-General Kelly, they will be a most creditable addition to the main body.

Upon the arrival of General Kelly, who was accompanied by Bishop Pozzoni, Major Bowen (Chief Scout), Colonel Watson (74th Punjab), Colonel Irwin, R.A.M.C., Major McHardy, and Brother Ainar, a "general salute" was given. The Scouts were then put through several movements and subsequently confronted the General in patrols, and were officially inaugurated in the customary manner.

When the Scouts had been reformed General Kelly expressed the great pleasure it afforded him to be present that day. He had, he said, taken an interest in their Scout work for a long time, but that was the first occasion upon which he had looked upon them as real Scouts. The interest which he had taken in them in the past he would continue to take in the future. As they were no doubt aware, the Baden-Powell Scouts at Home were doing good work at the present time, 50,000 of them being employed to carry messages and so on. When the time came he hoped, and knew, that the St. Joseph's College Scouts would not be behind-hand.

Each Scout was then presented with his official certificate, and the Troop marched past and took the salute. Subsequently they marched with their recently formed bugle band, the whole performance being so creditable that General Kelly pronounced it to be quite good. He was particularly interested in the big drummer who "swung the sticks" with all the amazing rapidity of an old bandsman, introducing the usual surprising variety of methods of striking the drum.

The whole turn-out was quite a success and reflected the utmost credit upon the Scout Masters.

TYPHOON WARNINGS.

The telegrams quoted below were received by the American Consulate-General, Hongkong, from the Manila Observatory at 11.20 a.m. yesterday:

Cyclone or typhoon, E. of Southern Luzon, moving N.N.W.
Cyclone or typhoon, W. of Guam, moving W.N.W. or N.W.
A telegram sent from the Manila Observatory at 5.01 p.m. yesterday reported a cyclone or typhoon east of the Luzon less than 300 miles distant, moving N.N.W.

VOLUNTEER CORPS ORDERS.

BY LIEUT.-COL. A. CHAPMAN V. D.

PAY SHEETS.

1.—Pay lists of Engineer Co. and Scouts Co. and Reserves have not yet been returned. O. Cs. are requested to return them as quickly possible.

MUSKETRY (PART 1).

2.—All trained men of the undermentioned Sections will parade at the 600 yards firing point of King's Park Range at the times and dates mentioned below:

No. 2 Section Artillery Battery Saturday 26th inst. at 2.30 p.m.
No. 1 Section Artillery Battery Sunday 27th inst. at 9.00 a.m.
Both Infantry Instructions will attend.

PARADES.

3.—Parades for Thursday 24th inst.
9.00 a.m.—Recruits Group 2 under Sergeant Major.
Remainder of Group 2 Company Drill under D.C.I.I. Instructor.

5.40 p.m.—No. 2 Section Artillery Battery parade at Volunteer Headquarters and proceed by 5.50 p.m. train to Victoria Gap for 15 pr. gun drill.

5.45 p.m.—Scouts Co. under D.C.I.I. Instructors. Centre Section and No. 1 Section Artillery Battery under Section Officers.

DETAILS.

4.—On duty: Group 2.
Officers on duty: Capt Armstrong, Lt. Norington and Lt. Lindell.
Orderly Officer: Lieut. Lindell.
To furnish Guard to-night: Scouts Company.
Orderly Sergeant to-night: Corpl. Shenton.
(Sd.) C. V. S. SKRIMSHERE, Capt.
Staff Officer H. K. V. C.
Hongkong, 23rd September, 1914.

At the magistracy yesterday Wong Ki alias Wong Kam was charged by Chan Heung Chun with stealing on the 9th May, 1911, \$1,060 in twenty-cent pieces and \$500 in Canton notes. Evidence was given to the effect that the defendant had negotiated with a bank for the purchase of money on behalf of the complainant's firm. That was a common practise and there was nothing extraordinary about the transaction which formed the subject of the charge. It was alleged, however, that the defendant had in this instance taken the money. The case was adjourned until next Wednesday.

STORIES FROM THE BATTLEFIELDS.

GORDON HIGHLANDERS AMBUSHED.

PRIVATE'S GRAPHIC STORY.

The *Daily Mail* of the 11th inst. publishes a message from Boulogne from a Private in the Gordon Highlanders, who describes how the Gordons were surprised. After three days' fighting and marching at Mons from August 22nd to 24th, they were marching during the night on a narrow road when fire opened. Colonel Gordon went alone to the field whence the fire came, shouting "Anglais," thinking the Frenchmen were firing. The Germans surrounded the regiment which was standing helplessly in the dark, and fired at a distance of three yards. "When the light came we saw mounds of dead like you see at the pictures. Colonel Gordon was lying apart." The Private walked the whole way to Boulogne with other survivors.

The Gordon Highlanders referred to would be the 1st Battalion (the 7th) which were stationed at Plymouth before the outbreak of war. Lieut. Colonel Wm. Eagleson (Gordon, V.C.), served with the Chitral Relief Expedition in 1895, including the storming of the Malakand Pass (medal with clasp); with the Tirah Expeditionary Force 1897-98 (clasp) and as adjutant of the 1st Battalion throughout the South African Campaign, 1899-1902. He was dangerously wounded at Magersfontein, was mentioned in despatches and received the V.C. He was gazetted Lieutenant-Colonel in 1907.

SOLDIER'S DESCRIPTION OF THE BATTLE OF MONS.

LONDON, August 26th.

A British soldier, in a letter home giving a description of the fighting at Mons, says:

"The Germans are atrocious devils. They were furious, but their firing was inaccurate. Ours was good. We piled up their dead, but they came for us in thousands. It was a magnificent but awful sight. Shrapnel made night hideous, but our chaps were calm and aimed deliberately."

"Our Captain was a fine fellow. He had his leg smashed by a shell, but he knelt on one knee and kept cheerfully shouting out—'My bonnie boys, make sure of your aim.'"

The letter concludes that "the Germans were more like mad Zulus than human beings."

PERCENTAGE OF BRITISH LOSSES.

LONDON, August 27th.

It is stated that the British losses at the battle of Mons amounted to three per cent. of the total number of troops engaged. With regard to this it is pointed out that the percentage is far lower than that of the losses of the important battles of the South African Campaign where the losses ranged from six to twenty-four per cent.

300 SURVIVE ATTACK BY 5,000 GERMANS.

LONDON, August 30th.

Five thousand German Cavalry attacked British Infantry with two guns, awaiting relief at Tournai. The Englishmen kept them at bay for several hours, dealing death wholesale. Finally some 300 survivors, the majority wounded, fell back in good order on Cambrai.

HARRYING THE ALLIES.

LONDON, August 30th.

The Germans relentlessly harried the retreating Allies with aircraft, cavalry and motor cars armed with quick-firers, with which they are extraordinarily well supplied.

GERMAN SAVAGERY AT LOUVAIN.

LONDON, August 31st.

Fugitives from Louvain give horrifying stories of the wholesale shooting of the inhabitants as they emerged from the blazing houses, which they feared to leave till the last moment. They declare that a hundred were thus burned alive. Several only escaped by instantly falling in the streets and pretending to be dead. Nothing is known of the fate of hundreds of women who were despatched to an unknown destination.

SAVING THE GUNS.

After a charge by General De Lisle's Brigade at Thulia, Belgium, when they entered a death-trap of barbed wire and machine guns, Captain Grenfell, though twice wounded, called for volunteers and saved the guns accompanying the cavalry.

SIR CLAUDE DE CRESPIGNY'S SON KILLED.

General Allenby has telegraphed—Sir Claude De Crespiigny that his son was killed at Compiègne, while defending a strategic point with a few men, who stuck to their posts until all were killed or wounded.

AERIAL ADVENTURES.

PARIS, August 21st.

On Wednesday a French aviator (at a place unnamed) encountered a division of German cavalry and dropped several bombs. He did great damage to hostile aviators and was then hit by a rifle bullet and compelled to descend in German territory. He hid in a wood until night-fall, when he found another French aviator who had been shot in the legs. The aviator and his machines were safely brought to the French lines.

A British military aeroplane fell yesterday, with the result that Pilot Guze, as killed and Lieut. Robert Smith-Barry was injured.

TODAY'S GREAT THOUGHT.

"Really, it looks as if we have been sending missionaries to the wrong places."—*Washington Herald*.

DUMDUM BULLETS USED BY GERMAN AFRICAN FORCE.

The following is a telegram from the Governor of the Gold Coast to the Secretary of State for the Colonies:

"The Adjutant of the Field Force reports as follows of the soft-nosed bullets:—Wounds inflicted by the soft-nosed bullet used by the Germans are positively ghastly. I saw one case where the whole of a man's leg was blown off by a single bullet. I have found up to the present three different forms of expanding bullets. The Senior Medical Officer is keeping a few samples of each and also of those extracted from wounded. European Germans as well as natives are armed with these bullets and in several cases they have lied as to how they came into possession of such ammunition and have endeavoured to conceal same, thereby showing that they were perfectly aware that such ammunition was illegal. (Signed) Hornby, Staff Officer."

Dr. W. W. Claridge, Senior Medical Officer of the Gold Coast, who is serving in Togoland with the forces, reports as follows:

"Without exception all the wounds hitherto treated in the force by the medical staff have been caused by soft-nosed bullets of large calibre. The injuries which these projectiles inflict are severe, wounding the bone and causing extensive damage to the tissue, leading in one case already to amputation having to be performed. They are in marked contrast to the injuries which our medical staff have treated amongst the enemy's men and carriers."

The above are dated August 23rd and August 17th respectively.

(Signed) CLIFFORD.

MANILA AND THE EXPORT OF COAL.

The *Cebuensis-American* says:—

If the German ships which have left port with cargoes of coal on board have reached German warships or a temporary naval base, who is responsible? This is a question which was asked many times Tuesday following the announcement that the Japanese Government may prohibit the exporting of coal to the Philippines, unless the authorities see that the coal is not obtained for use on belligerent ships. Both Insular Collector of Customs Herstein and Deputy Collector Stanley have stated to a *Cebuensis-American* representative that the customs authorities have no power to stop the clearance of a vessel with coal cargo from use on a belligerent vessel, thereby bringing coal under the head of contraband.

According to the latest States papers, the collectors of the ports of New York and San Francisco take no chances in granting clearances, if the actions of the vessel appear suspicious or if the application for clearances papers does not look regular. "It has been stated in the San Francisco papers that the collector of the port will not let a vessel clear for another 'port' for orders" with a cargo of coal.

This was done here in the case of the Philippine collier *Rio Pastig*. The following dispatch shows that the collector of the port of San Francisco is extremely careful in granting clearances.

San Francisco, August 21st.
Collector of the Port Davis has refused clearance papers to the German-owned Mexican tramp steamer *Mozatlan* and has forbidden the tramp to leave port until she has discharged the five hundred tons of sacked coal included in her cargo, the authorities having knowledge that this coal is intended to be transferred at sea to the German cruiser *Leipzig*.

The *Mozatlan*, owned by the Jensen Company, had asked for clearance papers for Mexican west coast ports.

John Rothchild, a wholesale coal dealer, had admitted to Collector Davis that the coal aboard the *Mozatlan* had been ordered by him from the Western Fuel Company for delivery aboard the *Mozatlan* for ultimate delivery at sea to the *Leipzig*. He says that he was told to look for payment to Simon Reimer, who styles himself the special agent of the German Consulate.

The U.S. torpedo-boat *Treble* was to-day ordered by the navy department, after conference with customs officials, to station herself alongside the German steamer *Mozatlan* to see that the latter does not violate neutrality by leaving port with coal for the German cruiser *Leipzig*.

THE ANONYMOUS ANTI-BRITISH PAMPHLETS.

The following letter appears in a Tientsin paper:—

"Sir,—With reference to the anonymous pamphlet commented upon in your to-day's issue, we wish to state that the anonymous publications in general and the contents of this particular one, as well as the former one published some time ago, are severely condemned by those represented by us."

"We take this opportunity of mentioning that it is our sincere wish that under the present circumstances the press of either party should conduct itself in such a manner as to avoid all unnecessary friction in our international community, and we trust that the endeavours to this end will be mutual.—We are, Dear Sir, Yours faithfully,

DEUTSCHE VEREINIGUNG,
Der Vorstand.
C. LAUROESCH,
stellv. Vorsitzender.
R. FRIES,
Schriftführer.

"MILKMAID" EMPLOYEES FOR THE FRONT.

TWO HUNDRED ON FULL PAY.

In reference to the paragraph which appeared in one of our recent issues, it should be stated that the Milkmaid Milk Company is paying full salaries (during their absence on Military Duties) to the two hundred members of their London staff who have offered their services to go to the front.

THE PRINCE OF WALES' FUND.

Following is the text of the Appeal issued by the Prince of Wales as treasurer of the National Relief Fund:—

BUCKINGHAM PALACE.

"All must realise that the present time of deep anxiety will be followed by one of considerable distress among the people of this country least able to bear it."

"We most earnestly pray that their sufferings may be neither long nor bitter. But we cannot wait until the need presses heavily upon us."

"The means of relief must be ready in our hands. To allay anxiety will go some way to stay distress."

"A national fund has been founded, and I am proud to act as its treasurer. My first duty is to ask for generous and ready support, and I know that I shall not ask in vain."

"At such a moment we all stand by one another, and it is to the heart of the British people that I confidently make this most earnest appeal."

—EDWARD P.—

THE QUEEN'S APPEAL.

The Queen makes the following appeal:—

BUCKINGHAM PALACE.

"A National Fund has been inaugurated by my dear son for the relief of the inevitable distress which must be bravely dealt with in the coming days."

"To this end I appeal to the women of our country, who are ever ready to help those in need, to give their services and assist in the local administration of the fund."

—MARY R.—

INTERIM DIVIDENDS OF RUBBER COMPANIES.

A London telegram of the 11th inst.

announces the following interim dividends:—
Consolidated Malay 12½ per cent.
Kampong Nuanian 10
Sungei Salak 5

INTIMATIONS

ITCHED AND BURNED BADLY

With Eczema on Face and Ears. Came First As Pimples. Could Not Bear Pain at Night. Used Cuticura Soap and Ointment. Now Quite Well.

139, Mansfield Rd., Aston, Birmingham, Eng.—"I was suffering very badly from eczema on my face and ears. It came on first as pimples and then turned into areas and used to itch and burn very badly. Some nights I had to get up in the middle of the night and wash about as I could not bear the pain. A lot of ointment was rubbed on the places and then dry up and leave a hard scale on my face. When I used to wash it would start and run again. It pained very much."

"Having tried no end of things to cure it, it was only getting worse and I was giving up hopes of being cured. One morning I saw an advertisement of Cuticura Soap and Ointment in the paper and I wrote for a free sample of each. I used to bathe the parts with warm water and Cuticura Soap morning and night, dry them and then rub on the Ointment. After the first day's using they gave me some relief and the eruption did not run at all. Now I am quite well, thanks to Cuticura Soap and Ointment." (Signed) William Bosworth, Jan. 24, 1914.

Why worry about your hair? Cuticura Soap shampoos and an occasional use of Cuticura Ointment will clear the scalp of dandruff, allay itching and irritation, and promote hair-growing conditions.

Samples Free by Post

Although Cuticura Soap and Ointment are sold by druggists and dealers throughout the world, a liberal sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: P. Newberry & Sons, 27, Charterhouse St., London.

[96-11]

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

FALCON LAGER BEER

BOTTLED BY

MESSRS. VAN VOLLNHOVEN & Co., AMSTERDAM.

THE ONLY GENUINE CHEAP LAGER BEER on the Market.

[91]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

NEW ADVERTISEMENTS

HONGKONG, ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on WEDNESDAY, the 30th September, 1914, at 5.30 P.M.

W. ARMSTRONG,
Hon. Secretary,
Hongkong, 24th September, 1914. [1171]

STOCKBROKERS' ASSOCIATION OF HONGKONG.

OWING to the POSTPONEMENT of the SHANGHAI SEPTEMBER SETTLEMENT until October, the Public is hereby notified that the Settlement of all Transactions in Shares bought from or sold to Shanghai will take place in October.

With the exclusion of the above, the Settlement of all Transactions effected for the Local Settlement will take place as advertised on the 25th September, 1914.

EDWARD M. RAYMOND,
Secretary,
Hongkong, 23rd September, 1914. [1172]

NOTICE.

THE BOARD OF ADMINISTRATION of the PORTUGUESE GUNBOAT "PATRIA" announce that until 10 A.M. on MONDAY, 29th September, 1914, Tenders will be received on board addressed to the Captain for the Sale of OLD BOILER STEEL TUBES and other OLD MATERIALS.

These articles can be seen daily from 1 P.M. until 3 P.M. on board the said Gunboat at Kowloon Dock.

All expenses incurred in the removal of the mentioned articles to be borne by the purchaser. Full Particulars and any necessary information may be obtained on application on board.

Portuguese Gunboat "PATRIA"—Kowloon Dock, 24th September, 1914.
BASILIO AUGUSTO DE ALMEIDA,
Lieut. Paymaster.
[1175]

G. R.

TECHNICAL INSTITUTE.

EVENING CLASSES in the following Subjects will commence on MONDAY, the 5th of October:—

ENGINEERING SECTION:
BUILDING CONSTRUCTION,
FIELD SURVEYING,
APPLIED MECHANICS,
STEAM,
MACHINE DRAWING,
MATHEMATICS.

SCIENCE SECTION:
CHEMISTRY,
METALLURGY,
PHYSICS,
ELECTRICITY,
SANITATION,
FIRST AID.

COMMERCE SECTION:
ENGLISH,
FRENCH,
SHORTHAND,
BOOK-KEEPING.

TEACHERS' CLASSES FOR:
WOMEN "ENGLISH AND VERBACULAR,"
MEN "ENGLISH AND VERBACULAR."

Students should attend at QUEEN'S COLLEGE at 6 P.M. MONDAY, 5th October for enrolment. Copies of the prospectus and entry forms may be obtained on application to the Undersigned.

R. E. O. BIRD, M.A.,
Director.
Hongkong, 24th September, 1914. [1173]

TO LET.

NOS. 19, 21, 23 and 25, SHELLEY STREET, Newly Painted and Colour-washed.

No. 59, THE PEAK (5 CAMERON VILLAS)
Apply to— LINSTED & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 24th September, 1914. [1174]

IN THE MATTER OF THE COMPANIES ORDINANCE OF 1911 AND 1913, and

IN THE MATTER OF THE YUE HING LUNG CO., LIMITED
(In Liquidation).

NOTICE IS HEREBY GIVEN that all Persons having Claims against the above-named Company are requested to send in particulars thereof to the Undersigned at the Registered Office of the said Company, No. 10, Des Voeux Road Central, 2nd Floor, on or before the 30th day of September, after which date no claim will be received.

Dated this 21st day of September, 1914.
U HOI CHAU,
Liquidator.
[1166]

DOCTOR.

SERVICES of Qualified Man required immediately for trip to Singapore and Port Swettenham and return to Hongkong and Amoy on s.s. "CHUSAN."

Apply in person to—
BUTTERFIELD & SWIRE,
Hongkong, 23rd September, 1914. [1169]

PEAK CLUB.

By kind permission of Colonel Watson and Officers, the Band of the 74th Punjabis will play at the PEAK CLUB on SATURDAY Night, the 26th inst., commencing at 9.15 P.M.

By Order,
ENTERTAINMENT COMMITTEE,
Hongkong, 17th September, 1914. [1149]

NOTICE.

ARTHUR BATE (DECEASED),
Late of BRITISH-AMERICAN TOBACCO CO., Ltd., Canton.

ALL Claims against the above Estate should be presented to the BRITISH-AMERICAN TOBACCO CO., Ltd., Canton, on or before the 30th September, 1914.

BRITISH-AMERICAN TOBACCO CO., LTD.
Hongkong, 20th August, 1914. [1054]

INTIMATIONS

G. R.

MONITION TO SHOW CAUSE WHY SHIP AND GOODS SHALL NOT BE CONDEMNED.

IN THE SUPREME COURT OF HONGKONG IN PRIZE.
No. 6.

The S.S. "HANAMETAL," T. HANNIG, MASTER.

GEORGE V., by the Grace of God of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To the Marshal of Our Supreme Court of Hongkong and to all and singular his substitutes, Greeting:

WHEREAS the ship "HANAMETAL," T. Hannig, Master, and the goods, wares and merchandise laden therein have been seized and taken as prize by Our Ship of War "Triumph," Maurice Fitz-Maurice, Commander, and taken to the port of Victoria, Hongkong, and a cause has been instituted on Our behalf by the Crown against the said ship, her tackle, apparel and furniture, and the goods, wares, and merchandise laden therein for the condemnation thereof as prize.

WE therefore command you that by affixing these presents upon the Notice Board at the Courts of Justice and by leaving affixed a true copy thereof you admonish and cite all persons who have or claim to have any right, title or interest in the said ship, her tackle, apparel and furniture and the goods, wares and merchandise laden therein to enter an appearance in the Registry of Our said Court within 20 days after service of these presents and thereon to show cause why the said ship, her tackle, apparel and furniture and the said goods, wares and merchandise should not be pronounced to have belonged at the time of the capture and seizure thereof to Our enemies and as such or otherwise liable to confiscation and to be condemned as good and lawful prize.

WE further command you to warn by the means aforesaid all the said persons that if they do not enter an appearance as aforesaid the Judge of Our said Court will proceed to adjudication on the said capture and make such order therein as to him shall seem right.

GIVEN at Victoria, Hongkong, in Our said Court under the Seal thereof this 22nd day of September, 1914.

[L.S.] (Signed) G. H. WAKEMAN, Registrar.

This Monition was served by me, J. W. LEE-JONES, Assistant Marshal, by affixing the same and leaving a copy in its place as therein provided on TUESDAY, the 22nd day of September, 1914.

(Signed) J. W. LEE-JONES, Assistant Marshal.

This Monition is taken out by the Crown Solicitor on behalf of the Crown. [1165]

THE GULU-KALUMPONG RUBBER ESTATES, LIMITED.

NOTIFICATION.

THE following Telegram, dated 25th August, 1914, has been received from the London Secretaries of the above Company:—

"Pending instructions suspend all transfers 'when transfer or transferee are German or Austrian subjects.'"

By Order of the Local Board,
ALBERT & Co., Ltd.,
Shanghai Local Secretaries.

LOWE BINGHAM & MATTHEWS,
Colonial Registrar,
Hongkong, 19th September, 1914. [1162]

HONGKONG CLUB

NOTICE.

THE TWENTY-SIXTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES OF THE HONGKONG CLUB (1896 issue) was held in the Club House on FRIDAY, the 18th September, 1914, when the following Debentures were drawn for Redemption:—

124	777	1119	1469	1823
208	792	1121	1489	1844
232	829	1184	1489	1867
314	873	1188	1512	1875
415	874	1192	1541	1895
422	900	1212	1561	1897
431	968	1231	1622	1927
499	978	1237	1625	1960
521	1011	1307	1672	1922
561	1012	1327	1685	1926
563	1047	1370	1750	1956
741	1050	1434	1798	1962
747	1065	1454	1821	1965

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on WEDNESDAY, the 30th September, 1914, in exchange for surrender of same.

By Order,
JAMES CRAIK,
Secretary,
Hongkong, 18th September, 1914. [1153]

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 26th September, 1914, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1914.

THE TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th September, both days inclusive.

DOUGLAS LAPIRAIK & Co.,
General Managers,
Hongkong, 5th September, 1914. [111]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,
HERBERT L. BEEB, L.C.P.
[184]

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850).

NEW AUTUMN STOCK OF

PYJAMA SUITS

IN ALL SIZES FOR MEN.

\$4.00 to \$11.50 Per Suit.

ALL WEIGHTS—NEW DESIGNS.

"VIYELLA"

SHIRTS AND PYJAMAS

WILL NOT SHRINK.

SMART PATTERNS. FAST COLOURS.

HARD WEARING.

WE KEEP A LARGE RANGE OF POPULAR PRICED

SHIRTS AND PYJAMAS

ALWAYS IN STOCK.

(TELEPHONE 1741)

LANE, CRAWFORD & CO.

THE TOBACCO THAT KEEPS DRY IN THE DAMPEST WEATHER.

Is Cool

Smoking

and gives

pleasure

to the

man who

enjoys

his pipe.



WESTMINSTER SMOKING MIXTURE.

SOLD BY—
KELLY & WALSH, LTD. A. S. WATSON & Co., LTD., HONGKONG AND KOWLOON.
VICTORIA DISPENSARY.

Hongkong, 22nd September, 1914. [1134]

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road),
GODOWN, 85, Wanchai Road.
GODOWN, No. 4, New Praya, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st September, 1914. [1061]

TO LET.

TOP FLAT, Humphrey's Buildings,
Kowloon. Immediate occupation if desired.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings,
Hongkong, 29th August, 1914. [1033]

TO LET.

5-ROOMED HOUSE, "VILLA ROSITA," in Hart Avenue, Tsimtstui.

Apply to—
A. ABDOLRAHIM,
31, Queen's Road Central,
Hongkong, 22nd September, 1914. [1164]

TO LET—FURNISHED.

3, CLIFTON GARDENS (19, Conduit Road).

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 5th September, 1914. [1101]

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES

Apply to—
A. S. WATSON & Co., Ltd.,
Hongkong, 9th July, 1914. [923]

TO LET.

OFFICES, in St. George's Building, Second Floor, from 1st October.

Apply to—
SHEWAN, TOMES & Co.,
Hongkong, 29th August, 1914. [1087]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st September, 1914. [838]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply to—
DEACON, LOOKER, DEACON & HARTSON,
Hongkong, 2nd September, 1914. [1101]

TO LET.

HOUSE, No. 5, Conduit Road, Fine View of Harbour. Newly painted and repaired.

For further particulars, apply to—
H. M. R. NEMAZEE,
Hongkong, 24th July, 1914. [968]

TO LET.

NO. 7, KNOTSFORD TERRACE, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st September, 1914. [1091]

TO LET.

FROM 1st September, 1914.

IN CANTON ON SHAMEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 5th August, 1914. [1017]

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... Yen 10,000,000
Capital Paid-up ... " 7,499,250
Reserve Funds ... " 3,430,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES.

Amoy, Kiu-kiang, Shanghai, Batavia, Kobe, Singapore, Bombay, London, Swatow, Calcutta, Manila, Taichu, Canton, Moji, Tainan, Dairen, Nagasaki, Takow, Poochow, Newchwang, Tamsui, Hongkong, New York, Yokohama, Kagi, Osaka, Yokohama, Keelung, San Francisco, etc.

HONGKONG OFFICE:
3, Des Voeux Road.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager,
Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay, Kobe, Yokohama, Calcutta, Manila, Singapore, Canton, Mexico, Panama, Colon, Peking, San Francisco, Shanghai, Hankow, etc.

CAPITAL AND SURPLUS Gold \$7,200,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. N. S. MARSHALL, Manager.

9, Queen's Road,
Hongkong, 15th September, 1914. [959]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorized Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,580)
Reserve Fund... Fl. 6,518,000 (£543,168)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Voeux P.O. Central,
Hongkong, 3rd October, 1914. [11]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... £1,500,000
Subscribed ... £1,250,000
Paid-up ... £625,000
Reserve Fund ... £465,000

BANKERS:
BANK OF ENGLAND, and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 10th July, 1914. [119]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000
Reserve Fund ... £1,300,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 8th June, 1914. [1494]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Funds:—
Sterling ... \$1,500,000 at 2/— \$15,000,000
Silver ... \$18,000,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.
W. L. PATTERSON,



NAPIER - JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG

LANE, CRAWFORD & CO.

and from ALL WINE MERCHANTS.

NOTICES TO CONSIGNEES

S.S. "DEIKE RICKMERS,"
FROM HAMBURG AND ANTWERP.

CONSIGNEES are informed that their Goods have been landed in Shanghai at the Eastern Wharf.

No Fire Insurance has been effected.
FERD. BORNEMANN & Co.,
Agents.
Hongkong, 22nd September, 1914. [1167]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM EUROPE AND SINGAPORE.

THE Steamship

"GLENLOGAN,"
Captain H. J. Henderson, having arrived from the above Port. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before 2 P.M. To-day.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 28th inst., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 21st September, 1914. [1165]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANDIA,"
Arrived Hongkong on 20th Sept., 1914,
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUZ, & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out by Mark and Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWITT,
Superintendent.
Hongkong, 21st September, 1914. [1]

"MOGUL LINE" OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "ATHOLL"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents.
Hongkong, 22nd September, 1914. [1165]

THE PURITY OF TOBACCO.

A MISTAKEN IDEA.

Some people labour under the mistaken idea that tobacco as supplied to the public is not pure. They suspect that some tobaccos are adulterated with foreign substances. Such suspicions leave out of account two facts—one, that adulteration would not pay; the other, that the revenue authorities would quickly make an example of anyone who tried to sell something as tobacco which was not tobacco. The persistence of the man who knows he knows all about it and who knows next to nothing renders his correction necessary as often as he pops out with his heavy yarn that tobacco goods are adulterated. There is a time of the year when people, apparently of normal vision, see sea serpents. It is called the silly season.

AND ITS CORRECTION.
The latest writer to the papers who has discovered the sea serpent of the tobacco trade—adulteration—was possibly the one who wrote to a contemporary asserting that it was a well-known fact that tobacco in England is very much adulterated. Now among the papers who printed this nonsense were the Hull papers. And Mr. W. Stephenson, of Stephenson & Martin, quite rightly in the interests of truth replied to the assertion. His letter to the editor of one of the Hull papers clearly sets forth the true facts that though tobaccos may vary in quality they are pure and without addition of anything except water and in some cases a few drops of a non-injurious scent. The statement about adulteration is known to be so absurd that most tobacco traders would be content to simply laugh at it. However, considering the grain of truth in Carlyle's famous dictum about the inhabitants of these islands, it is certainly well that the truth, obvious though it is, should be repeated.

AS AN ANCIENT TEST.
This is the view, too, of the editor of an American tobacco trade paper, who castigates a writer who, in describing the tobacco trade exhibits at the Panama world's fair, speaks of cigars generally and classes them from fragrant Havana to the article manufactured of the sun-kissed and sun-blistered leaf of the lowly and unpretentious cabbage. This would have been all right for Mark Twain, but a jest may sometimes be taken literally. The editor of our contemporary rightly says that "it is not easy to account for, but it is nevertheless a fact that a multitude of people have always taken seriously the venerable joke that in some way cabbage leaf is employed in the manufacture of cigars." It is consoling, however, to the trader to know that such fancies usually find lodgment in a set of hands which do not matter to him, those of prejudiced non-smokers.

FACTORY SUPERVISION.
Referring to the purity of tobacco products generally and the good conditions under which they are made, at should not be lost sight of that the tobacco industry is one of the best policed branches of commercial activity which exist. It is also of all industries that in which the knife of competition hangs near ready to cut off the firm whose productions are not up to the high standard which the public has been educated by the trade to expect. Revenue officials exercise constant oversight. Their power, given to them by Act of Parliament, and wide-reaching regulations make the supervision by no means trifling. It is one of the real facts of a manufacturer's life, and a trader could be conceived of as acting against his own interest by wishing to adulterate he would not be allowed to do so.

A SOLITARY EXCEPTION.
As a fact, a tour through any of our well-known manufacturing establishments shows cleanliness, care and hygienic conditions everywhere, but of the whole country the Chief Inspector of Factories report just issued mentions one case—that in which too many people were employed for the air space, and this was a case of a temporary nature, and was in process of being remedied. To read the gossamer details setting forth items from other industries in this same report, which occupies many pages, and to compare them with the few lines which record this solitary exception to the rule, is to realise the high status of the tobacco producing industry.—*Tobacco.*

LETTER OF DYING EXPLORER.

LAST THOUGHTS FOR OLD HEADMASTER.

A thrilling letter, written between fits of delirium by a wounded man as he lay dying in a mission house in North Rhodesia, has been received by Mr. W. G. Rushbrook, the Headmaster of St. Olav's School, Southwark, who knew the writer as a pupil some years ago. In all probability death took place very shortly after the letter was completed.

The writer was Mr. Raleigh Napier Kelsey, the leader of the Cape to Cairo Motor Expedition, and formerly a captain in General Baden-Powell's South African Police, whose death was recorded in June. It is sent from the Chitamba Mission, North Rhodesia, and is as follows:—

"Dear Mr. Rushbrook.—There are few people I can write to as I am gradually leaving my senses, or they leave me. Last Sunday—Easter Sunday—I wounded a leopard eight-miles out here in my camp. Followed up. Leopard and me met again. He made a short rush at me.

"My magazine jammed and leopard did good damage to my rifle, not enough to make it useless, however. They had a hand-to-hand fight, and I could only keep him on the ground by thrusting my hand in his mouth or jaw while with my right hand I readjusted jam and shot him.

"The damage was great and I hurried into this mission, as I thought with a day or two's attention I should be well again.

Here I still am. The doctor, if I cannot possibly be here until Wednesday or Thursday—after a few moments I shall go off again and get delirious. If the mission had not been there I should never have written another letter, and even now it is a toss up of poisoning. So, although I always mean to get through, it's a small chance.

"I came out here with the Cape to Cairo Motor Expedition. I left school in 1897. I have to stop every now and again, as I go off in a faint. Receive this letter—you can't read it, as I am in great pain and fever—

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as from an old Olavian whose last thoughts—

—at least, what may be his last—go back to his 'Head.' Good luck to the school and you.—Raleigh Napier Kelsey.

"P.S.—Please excuse this letter. I honestly cannot do better—it's an awful effort. I think you will excuse it and accept it as the worst I ever wrote. It's effort, all effort, that counts. Remember my flesh is torn and bitten, and I have had no food—could not eat it—and from to-day I shall just sleep.—Raleigh."

THE INCREASE IN FREIGHTS.

HIGHER WORKING EXPENSES.

The following letter appears in *The Times* of the 18th ult.:

Sir.—The letters appearing in your to-day's issue from "R.C.E." and Mr. Anthony Edwards on the subject of "Increased Steamship Rates," with doubtless laudable intention, are manifestly written without full knowledge of the facts, and are calculated to form a wrong impression in the minds of your readers.

The contention of the writers appears to be two-fold:—(1) That the increase of freight asked by shipowners is unduly raising prices of commodities; and (2) that shipowners are selfishly pursuing this course in order to improperly enrich themselves.

With regard to the first point one illustration will suffice. The rate of freight for wheat from Montreal to this country before the outbreak of war was about 3s. 6d. per quarter. If the freight be now increased 50 per cent. about 5s. 3d. per quarter will be paid. The official price quoted to-day in London for Manitoba wheat is 40s. 6d. per quarter. It follows that the freight increase of 50 per cent. is only about 4 per cent. on the delivered value of the wheat. Your correspondent "R.C.E." refers more particularly to increases ranging from 33 per cent. to 50 per cent. on manufactured articles. On the average the value of such goods is far in excess of that of wheat, ton for ton, and consequently an increase of even 50 per cent. in freight means an even smaller percentage of increase in value as compared with that upon wheat from Canada. There can be no question, therefore, that the increase of freight is but a small element in the rise of prices upon such articles.

Turning to the second point, any instructed person knows full well that few sections of traders are more beset with difficulties than are shipowners at the present time. Apart from the war insurance premium, which all steamers must pay before policies are issued under the Government scheme for insurance of cargo, shipowners require to pay an enormously increased price for bunker coals at all the coaling stations in the world. In addition, their expenses otherwise have been greatly increased. To say nothing about long periods of detention, involving heavy loss, there is another factor that must be borne in mind, and that is, that owing to the dislocation of trade many steamship liners will probably have to sail with partial cargoes, in which cases, although the expense of running the steamers will not be affected, the total freight even at increased rates may be less than that earned with a full cargo on the former lower basis of freight. No one can forecast the developments of the future, but I have no hesitation in saying that any increase in freight which is now being asked by shipowners is not out of proportion to the increased cost of running their steamers under the conditions which rule to-day; and it may even be that the extra freight will prove to be more than absorbed by the additional expenses.

It is essential that the channels of trade should be kept open as far as possible at the present time. To that end the schemes which have been arranged between the Government and the various shipowners' associations and others, for the insurance, both of steamships and the cargoes which they convey, have been admirably conceived and are being carried out in a satisfactory manner, and it is well that the public should know this. Any suggestion that shipowners are not acting in a patriotic manner at the present time is to be deprecated, as it is not in accordance with fact.—I am, Sir, yours faithfully,
HOWARD HOULDER.
17, St. Helen's-place, E.C., Aug. 15th.

TRAVELLERS' TROUBLES.

GERMAN SHIPPING OFFICE SCENES IN LONDON.

It was late on the night of July 31st before the Hamburg-America Company announced that the sailing of the great liner *Imperator* from Hamburg and Southampton had been cancelled. Earlier in the day the statement had been exhibited at the company's London offices in Cockspur-street that the voyage was "postponed," and it led to curious and animated scenes. A throng of American travellers who had booked passages in the *Imperator* to New York assembled, making anxious inquiries as to the prospects of their return home. The officials of the line were courteous itself to the harassed tourists, but they could afford little comfort.

"No," said one of them to a lady who was anxious to get back to the safety of American soil from war-torn Europe at the earliest possible moment; "the sailing is not cancelled; it is only postponed. The *Imperator* may sail day after tomorrow, or in a couple of days. It all depends on the political situation."

"Well, now, what do you think of that?" remarked the lady to a fellow sufferer. "They cannot tell when we may get away. Say," turning to the patient clerk, "will you give me my money back?"

"I am very sorry, madam, but we cannot do that. You see, the sailing is not cancelled; it is only postponed. If it were cancelled we would refund the money; but it isn't."

AN IMPATIENT LADY.

"Then what am I to do?" urged the lady. "I don't want to stay another hour longer in Europe than I can help. I hear nothing but war, war, war, everywhere I go. I thought I shouldn't get out of Paris before the Germans got in. Now I'm stalled here in England, and what's going to happen if the British Fleet gets to work?"

The poor clerk could not answer this poser, and, not getting any reply to her inquiry as to the result of naval action, the fair traveller returned to the charge on the old lines. "I want to sail in the *Imperator* from Southampton, or else I want my money back; so what are you going to do about it?" she asked with great decision.

"I'm so sorry, madam," was the reply, "but you can do just neither of those things. If you can find accommodation by some other line we will make it good to the company whose ship you select, but you cannot sail in the *Imperator* to-morrow, and we are not giving any money back—not yet, anyhow."

"I can't go chasing around to find another ship, replied the lady, who was fast losing her temper. "I booked my passage in the *Imperator*, and I want to sail in that ship or have my money. That's a fair proposition, ain't it?"

"If the sailing is cancelled we will refund the money, but not otherwise," was the reply. "You can go by some British line if you like, and we will make it good to the company you select. That is all we can do," and he turned to try and still the impatience of another passenger who was thumping the counter vigorously to attract attention to her wants.

PHILOSOPHIC MALES.

As a rule, the male passengers took things more philosophically. When the alternatives offered to the lady of the conversation recorded above were laid before them they usually asked for dates and particulars of the sailing of British ships. They set off to "see about it," or else lit cigars and sat down in groups to discuss the aspect of affairs.

All day there was a constant stream of anxious and agitated inquirers at the offices of the Hamburg-America Company. They read the notice announcing that the sailing of the *Imperator* had been postponed "owing to the uneasy political situation," and then bombarded the harassed officials with endless and repeated inquiries. Groups sat about in the lounge, looking as distressed as if they were doomed to exile from "God's own country" for the remainder of their days.

The seasoned travellers could be picked out at once from the throng. When told that their tickets would be available by other steamship lines they usually set off in businesslike fashion to make the necessary arrangements after a few brief inquiries. But a good proportion seemed

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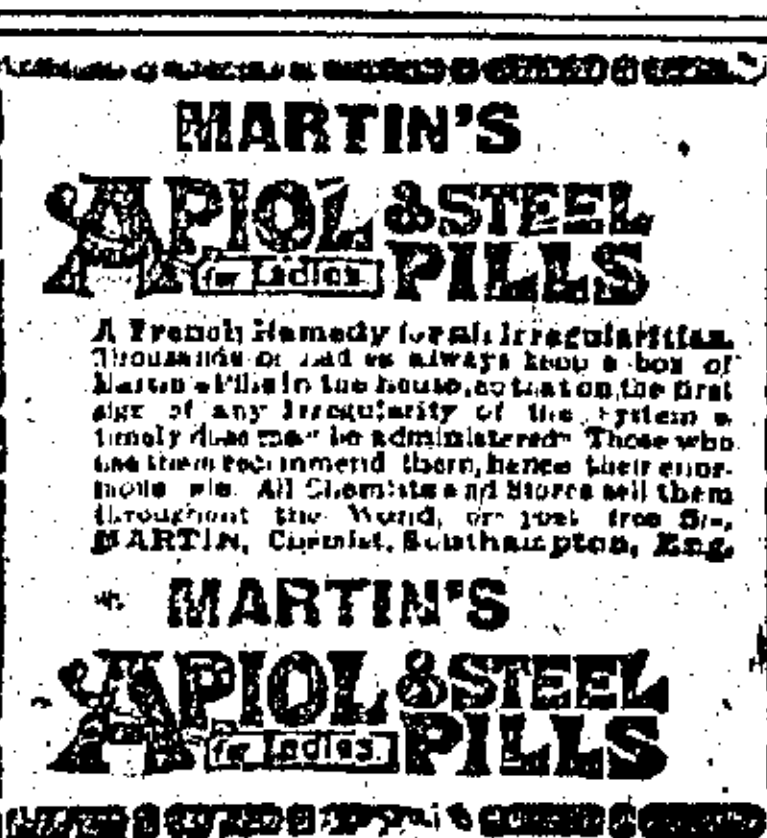
to agree with the opinion of the lady who said, "Well, if this is the way things go on in Europe, the United States will be good enough for me for the rest of my life."

RELIGIOUS WORSHIP.

CHINESE PREACHER'S REASONS FOR RECOMMENDING CHRISTIANITY.

The following bit of humour is taken from the *North China Herald*—

One day I heard a native preacher expounding the passage "Come unto Me all ye that labour, etc." There happened to be an idol festival about a hundred yards away, and the performers went on at their work till the small hours of the morning. So the preacher said that if they would see the difference between idolatry and Christianity they might profitably compare the worship of the idols going on across the way with that of Christian worship. Those fellows had to go on banging, and fiddling, and clashing the cymbals to two or three o'clock in the morning, and the people who stayed had to stand up all the time; on the other hand worship in Christian lands was very restful. The churches were all provided with delightfully easy chairs and lounges, and any one could sit down all the time, and there was no difficulty at all in getting a good sound sleep.



THE NEW FRENCH REMEDY. No. 1 & 2. No. 3. BLOOD PURIFIER. CURES RHEUMATISM, GOUT, GRAVEL, NEURALGIA, MIGRAINE, HEADACHE, INDIGESTION, CONSTIPATION, AND ALL AFFECTIONS OF THE BLOOD. PREPARED BY DR. LE CLERC, 10, RUE CADET, PARIS. PRICE 1/6 PER BOTTLE. NEW YORK DEPOT: 20, SPRING ST. LONDON DEPOT: 10, MARK LANE. T. H. B. (LONDON) LTD. 10, MARK LANE. T. H. B. (LONDON) LTD. 10, MARK LANE. T. H. B. (LONDON) LTD. 10, MARK LANE.

SHIPPING IN PORT.

STEAMERS.

AGAMEMNON, British str., 3,782, Hazeland, 21st September—Singapore 16th September, General.—Butterfield & Swire.

BOULEPES, Norwegian str., 850, T. A. Johnson, 18th September—Bangkok 10th September, Rice.—Thorsen & Co.

CHILU, British str., 1,143, Lloyd, 20th September—Swatow 19th September, Ballast.—Butterfield & Swire.

CHRYSEAS, British str., 1,434, S. Finderson, 20th September—Shanghai 16th September, General.—Jardine, Matheson & Co.

CHUSAN, British str., 1,283, Robertson, 10th September—Liverpool 9th July, Ballast.—Butterfield & Swire.

BOURBON, French str., L. Van Maht, 21st September—Saigon 17th September, Rice.—Order.

DUNER, Norwegian str., 1,102, J. Bing, 20th September—Swatow 19th September, General.—Chinese.

DUNBAR, British str., 2,995, Clark, 17th September—Mojji 11th September, Coal.—Gillman & Co.

DUNER, British str., 1,312, C. D. Logie, 22nd September—Bangkok 13th September, Rice.—Bank Line, Ltd.

FOOSHING, British str., 1,124, G. H. Alcock, 17th September—Singapore 11th September, General.—Jardine, Matheson & Co.

FUKURA MARU, Japanese str., Kasaki, 20th September—Mojji 14th September, Coal.—Mitsui Bussan Kaisha.

HACHING, British str., 1,267, W. C. Passmore, 19th September—Amoy 18th September, General.—Douglas Larrick & Co.

HUE, French str., 742, Cornilines, 21st September—K. C. Wan 20th September, General.—A. R. Marry.

KANSU, British str., 1,143, Monkman, 21st September—Keelung 18th September, Coal.—Butterfield & Swire.

HEIJUN MARU, Japanese str., 1,953, Miyamari, 20th September—Macassar Bay 16th September, Coal.—Mitsui Bussan Kaisha.

LOKSANG, British str., 972, D. W. Ritchie, 20th September—Honkobe 17th September, Salt.—Jardine, Matheson & Co.

LOONGSANG, British str., 1,092, W. G. G. Leask, 22nd September—Manila 10th September, General.—Jardine, Matheson & Co.

MONTAGUE, British str., 3,953, F. L. Davidson, 22nd September—Vancouver 19th August, General.—Canadian Pacific Railway Co.

RANGOON MARU, Japanese str., 3,188, Nomura, 22nd September—Mojji 16th September, General.—Nippon Yusen Kaisha.

RYNSHO MARU, Japanese str., 1,743, Y. Kanada, 21st September—Newchwang 15th September, General.—Mitsui Bussan Kaisha.

SULTAN VAN KOTTEL, Dutch str., E. R. Vries, 19th September—Tarakan 12th September, Fuel Oil.—Asiatic Petroleum Co.

TAILWONG, Dutch str., 3,056, A. Oldenburger, 18th September—Macassar 11th September, Sugar.—Java-China Japan Lin.

TSIMANOK, Dutch str., 2,000, A. W. La Rovy, 19th September—Amoy 18th September, General.—Java-China Japan Lin.

ULV, Norwegian str., 884, J. Pedersen, 22nd September—Bangkok 13th September, Rice.—Chinese.

SHIPPING

ARRIVALS.

ATOLL, British str., 3,031, S. L. Saxby, 22nd September—Singapore 18th September, General—Doddwell & Co.
 CHUNAN, British str., 1,305, W. L. Jones, 22nd September—Swatow 22nd September, General—Butterfield & Swire.
 DEWANG, British str., 1,047, C. W. Shearer, 22nd September—Saigon 18th September, Rice and General—A. Bunn & Co.
 ERVINE, Norwegian str., 1,450, Nielsen, 21st September—Bangkok 30th August, Rice—Mitsui Bussan Kaisha.
 FALANG, British str., 1,400, Malkins, 23rd September—Sourabaya 15th September, Sugar—Jardine, Matheson & Co.
 GENINI, British str., 1,309, Jones, 23rd September—Chingwantao 10th September, Coal—Order.
 HANMUN, British str., 641, A. H. Stewart, 23rd September—Swatow 22nd September, General—Douglas Lapraik & Co.
 INVERLYDE, British str., 3,412, Mansfield, 22nd September—Mojil 17th September, Coal—Jardine, Matheson & Co.
 KAWACHI MARU, Japanese str., 3,821, M. Nakamura, 23rd September—Mojil 17th September, General—Nippon Yusen Kaisha.
 KESKON MARU, Japanese str., 2,150, M. Kanaka, 23rd September—Mitsui Bussan Kaisha.
 KJELD, Norwegian str., 910, Helles, 23rd September—Bangkok 5th September, Rice—Chinese.
 SHIPOTA, British str., 2,804, S. Ornston, 23rd September—Barry 9th August, Coal—Government.
 TAMAHIA, British str., 4,017, J. S. Hallingshead, 23rd September—Bombay 3rd September, Ballast—Order.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 September 23rd.
 MALAY MARU, Japanese str., for Kobe.
 OPLAND, Norwegian str., for Bangkok.
 TAMAHIA, British str., for Manila.
 WOSANG, British str., for Shanghai.

DEPARTURES.

September 23rd.
 ATSUJA MARU, Japanese str., for Japan.
 CHUNAN, British str., for Canton.
 GRENLOGAN, British str., for Shanghai.
 KANSU, British str., for Canton.
 KASHIMA MARU, Jap. str., for Shanghai.
 KWANGLO, Chinese str., for Canton.
 KUANGTAI, Chinese str., for Shanghai.
 LUCHOW, British str., for Shanghai.
 NUBIA, British str., for Bombay.
 RIJOUN MARU, Jap. str., for Batavia.
 WAISHING, British str., for Canton.

VESSELS ON THE BERTH

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 Captain A. F. VINE, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 26th September, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALOJA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. "CALEDONIA," due in London on the 6th November, 1914. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.
 Hongkong, 14th September, 1914.

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 FOR BOSTON AND NEW YORK.
 S.S. "GHAZEE".... On or about 30th Sept.
 For Freight and further information, apply to—
 DODWELL & Co., Ltd., Agents.
 Hongkong, 24th September, 1914. (1135)

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	SALSETTE	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	On 26th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	About 14th Oct.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	POLYNESIAN	Fren. str.	—	Lassus	MARSEILLES MARITIMES	On 29th inst. at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 7th Oct. at 10 a.m.
VICTORIA, B.C. & TACOMA VIA KAILUNG & JAPAN	CHICAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOSHEN KAISHA	On 1st Oct. at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SHIZUOKA MARU	Jap. str.	—	Irisawa	NIPPON YUSEN KAISHA	On 6th Oct. at Noon.
BOSTON & NEW YORK	CANADA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSHEN KAISHA	On 14th Oct. at 4 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	GHANEE	Brit. str.	—	A. W. Nelson	DODWELL & Co., Ltd.	About 30th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	KORU	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 6th Oct. at 1 p.m.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHYO MARU	Am. str.	—	—	TOYO KISEN KAISHA	On 20th Oct.
MEXICAN, PANAMA & CHILE PORTS VIA JAPAN	CHINA	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 27th Oct. at Noon.
AUSTRALIAN PORTS VIA MANILA	SETO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 29th inst. at 10 a.m.
JAPAN	TANGO MARU	Jap. str.	—	—	GIBB, LIVINGSTON & Co.	Quick despatch.
KOBE & YOKOHAMA	ST. ALBANS	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	On 1st Oct.
NAGASAKI, KOBE & YOKOHAMA	TILLIWONG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 8th Oct. at 11 a.m.
TIENSIN	JINSHEN MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
WUHAIRWEI & TIENSIN	HITACHI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at 4 p.m.
SHANGHAI	WOSANG	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI & KOBE	ANHU	Brit. str.	1 m.	J. M. Smith	BUTTERFIELD & SWIRE	On 29th inst. at 4 p.m.
SHANGHAI	SANJO MARU	Jap. str.	1 m.	J. R. Harris	NIPPON YUSEN KAISHA	On 2nd Oct. at Noon.
SHANGHAI	TAKSANO	Brit. str.	—	Date	JARDINE, MATHESON & Co., Ltd.	About 2nd Oct.
SHANGHAI	ORIENTAL	Brit. str.	—	W. McClure	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	NELORE	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 17th Oct.
SHANGHAI	TIJIKEMANG	Brit. str.	—	J. Gaunt, R.N.R.	JAVA-CHINA-JAPAN LINE	On 1st Oct. at 2 p.m.
SHANGHAI	KAWO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 30th inst. at 10 a.m.
SHANGHAI	SOSHU MARU	Jap. str.	—	K. Hatori	OSAKA SHOSHEN KAISHA	On 27th inst. at Noon.
SHANGHAI	DAIGI MARU	Jap. str.	—	S. Tokushige	DOUGLAS LAFRAIK & Co.	To-day, at 1 p.m.
SHANGHAI	HALMUN	Brit. str.	2 h.	A. H. Stewart	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	YOHOW	Brit. str.	1 m.	Speed	DOUGLAS LAFRAIK & Co.	On 26th inst. at 1 p.m.
SHANGHAI	HAIOHONG	Brit. str.	2 h.	W. C. Pasmore	DOUGLAS LAFRAIK & Co.	On 29th inst. at 1 p.m.
SHANGHAI	HAITAN	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 2nd Oct. at 1 p.m.
SHANGHAI	LOONGSANG	Brit. str.	—	W. G. Evans	JARDINE, MATHESON & Co., Ltd.	On 26th inst. at 4 p.m.
SHANGHAI	CHINHA	Brit. str.	1 m.	W. G. G. Leach	BUTTERFIELD & SWIRE	On 29th inst. at 4 p.m.
SHANGHAI	YALING	Brit. str.	1 m.	Finlayson	BUTTERFIELD & SWIRE	On 3rd Oct. at 3 p.m.
SHANGHAI	YUNKANG	Brit. str.	—	Pennefather	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI	YIMKANG	Brit. str.	—	P. H. Rolfe	JAVA-CHINA-JAPAN LINE	To-day.
SHANGHAI	YIMKANG	Brit. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 3rd Oct. at Noon.
SHANGHAI	YIMKANG	Brit. str.	—	I. Den	OSAKA SHOSHEN KAISHA	To-day.
SHANGHAI	YIMKANG	Brit. str.	—	Nakamura	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	YIMKANG	Brit. str.	—	S. Finderson	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 p.m.
SHANGHAI	YIMKANG	Brit. str.	—	W. D. Welsh	JARDINE, MATHESON & Co., Ltd.	On 26th inst. at 3 p.m.
SHANGHAI	YIMKANG	Brit. str.	—	H. S. Malkin	JARDINE, MATHESON & Co., Ltd.	On 3rd Oct. at 3 p.m.
SHANGHAI	YIMKANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 25th Oct.
SHANGHAI	YIMKANG	Brit. str.	—	D. A. Gardiner	THE BANK LINE LIMITED	On 3rd Oct. at Noon.
SHANGHAI	YIMKANG	Brit. str.	—	C. J. Mattock	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 10 a.m.
SHANGHAI	YIMKANG	Brit. str.	—	J. Robertson	BUTTERFIELD & SWIRE	

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
 INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.
 NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

NOTE.—The only fixed dates are departures from Hongkong.

To VANCOUVER

To L'POOL

FROM L'POOL

FROM VANCOUVER

STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive		Leave	Arrive		Leave	Arrive	Arrive
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.

		VIA QUEBEC	VIA NEW YORK
EMPERESS OF RUSSIA	Meals and Sleeping Car Berth across Canada 25 additional.	£71.10	£71.10
EMPERESS OF ASIA		£65 —	£65 —
EMPERESS OF INDIA			
EMPERESS OF JAPAN			
MONTEAGLE		£43 —	£45 —

Hour of Departure.—All Steamers sail from Hongkong at NOON.
 Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.
 SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
 AROUND THE WORLD RATES in connection with SURE MAIL LINES OF TRANS-

THE “EMPERESS OF RUSSIA” AND “EMPERESS OF ASIA” registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.
 SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.
 HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.
 THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.
 Passengers may proceed by Rail between Ports of Call in Japan if so desired.
 Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.
 For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—
D. W. BRADDOCK,
 GENERAL TRAFFIC AGENT, CORNER Pender Street and Praya

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THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

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D. W. CRADDOCK,
 GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

WEATHER REPORT.

On the 23rd at noon.—An anti-cyclone still covers N. China.

Pressure has increased very slightly from Swatow to Tournay. A typhoon is approaching the Philippines from the eastward. At 6 a.m. this morning the centre was in about latitude 14 deg. N. and longitude 128 deg. E.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.96 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong & Neighbourhood	E. winds, moderate; fine.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamook	The same as Hongkong and Lamook. No. 1.
South coast of China between Hongkong and Hainan	The same as Hongkong and Hainan. No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

23RD SEPTEMBER, 1914, A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather
Vladivostok	7 a.	30.00	59.97	—	—	—	—
Nagasaki	6 a.	30.02	59.97	—	—	—	—
Hakodate	6 a.	30.02	59.97	—	—	—	—
Tokyo	6 a.	30.02	59.97	—	—	—	—
Kobe	6 a.	30.02	59.97	—	—	—	—
Nagasaki	6 a.	30.02	59.97	—	—	—	—
Kagoshima	6 a.	30.02	59.97	—	—	—	—
Oshima	6 a.	30.02	59.97	—	—	—	—
Naha	6 a.	30.02	59.97	—	—	—	—
Ishijima	6 a.	30.02	59.97	—	—	—	—
Bonin Is.	6 a.	30.02	59.97	—	—	—	—
Chefoo	6 a.	30.02	59.97	—	—	—	—
Weihaiwei	6 a.	30.02	59.97	—	—	—	—
Hankow	6 a.	30.02	59.97	—	—	—	—
Ichang	6 a.	30.02	59.97	—	—	—	—
Kiungking	6 a.	30.02	59.97	—	—	—	—
Changsha	6 a.	30.02	59.97	—	—	—	—
Shanghai	6 a.	30.02	59.97	—	—	—	—
Gutai	6 a.	30.02	59.97	—	—	—	—
Shanghai	6 a.	30.02	59.97	—	—	—	—
Amoy	6 a.	30.02	59.97	—	—	—	—
Swatow	6 a.	30.02	59.97	—	—	—	—
Taihou	6 a.	30.02	59.97	—	—	—	—
Taiwan	6 a.	30.02	59.97	—	—	—	—
Koshu	6 a.	30.02	59.97	—	—	—	—
Pescadore	6 a.	30.02	59.97	—	—	—	—
Canton	6 a.	30.02	59.97	—	—	—	—
Hongkong	6 a.	30.02	59.97	—	—	—	—
Gap Rock	6 a.	30.02	59.97	—	—	—	—
Macao	6 a.	30.02	59.97	—	—	—	—
Wuchow	6 a.	30.02	59.97	—	—	—	—
Hoikow	6 a.	30.02	59.97	—	—	—	—
Pakhoi	6 a.	30.02	59.97	—	—	—	—
Phu Lien	6 a.	30.02	59.97	—	—	—	—
Tourane	6 a.	30.02	59.97	—	—	—	—
Cape St. James	6 a.	30.02	59.97	—	—	—	—
Apurri	6 a.	30.02	59.97	—	—	—	—
Manila	6 a.	30.02	59.97	—	—	—	—
Legaspi	6 a.	30.02	59.97	—	—	—	—
Bohol	6 a.	30.02	59.97	—	—	—	—
Cebu	6 a.	30.02	59.97	—	—	—	—
Labuan	6 a.	30.02	59.97	—	—	—	—

T. F. CLAXTON, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	SALSETTE Capt. A. F. Vire, R.N.R.	Noon. 26th Sept.	See Special Advertisement.
SHANGHAI	ORIENTAL Capt. A. L. Valentini	About 2nd Oct.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR Capt. A. Collyer	About 14th Oct.	Freight and Passage.
SHANGHAI MOJI, KOBE and YOKOHAMA	NELLORE Capt. J. Gaunt, R.N.R.	About 17th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th September, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY and SHANGHAI	"YCHOOW"	On 24th Sept., 4 P.M.
PAKHOT and HAIPHONG	"SUNGKIANG"	On 25th Sept., 10 A.M.
SINGAPORE	"CHUSAN"	On 25th Sept., Noon.
WENHAIWEI and TIENTSIN	"HUICHOW"	On 29th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 29th Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 29th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 29th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN-SCREW STEAMERS "ANHUI," "CHENAN," "SHAHSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGGEOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 24th September, 1914. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY and FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Pasmore	SATURDAY, 26th Sept., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 29th Sept., at 1 P.M.
"HATTAN"	Capt. J. W. Evans	FRIDAY, 2nd Oct., at 1 P.M.

* The S.S. "Haiching" calling at Swatow for Passenger only.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"BAIMUN"	Capt. A. H. Stewart	THURSDAY, 24th Sept., at 1 P.M.
		SUNDAY, 27th Sept., at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th September, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	...	On 30th Sept., 10 A.M.
EASTERN	...	On 9th Oct., 10 A.M.
ALDENHAM	...	On 30th Oct., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

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TOYO KISEN KAISHA. NIPPON YUSEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
SHINYO MARU	22,000—21 knots from Nagasaki	6th Oct.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.
TENYO MARU	22,000—21 knots	SATUR., 14th Nov.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS)	£120.
FIRST CLASS TO NEW YORK	£60.		£96.10.
" " " SAN FRANCISCO	£45.		£68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDLEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Tuesday, 6th October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI,
KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CHICAGO MARU"	K. Hori	THURSDAY, 1st Oct., at 4 P.M.
"CANADA MARU"	H. Yamamoto	WED'DAY, 14th Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SHINCHIKU MARU"	I. Den	SATURDAY, 3rd Oct., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAJIO MARU"	Y. Yamamoto	THURSDAY, 1st Oct., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJI MARU"	S. Tokushige	SUNDAY, 27th Sept., at Noon.
"DAIJI MARU"	K. Murakami	SUNDAY, 4th Oct., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	WED'DAY, 30th Sept., at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,

Second Floor, No. 1, Queen's Building.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG:	PROPOSED SAILINGS:	FROM COLOMBO:
26th Sept.	"KATHIAWAR"	17th Oct.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. F. L. Sommer, 16,000		WEDNESDAY, 7th Oct., at 10 A.M.
	SUWA MARU Capt. Murali, 25,000		WEDNESDAY, 21st Oct., at 10 A.M.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SHIDZUOKA MARU Capt. Deguchi, 12,500		TUESDAY, 6th Oct., at Noon.
	TAMBA MARU Capt. Nagasawa, 12,500		TUESDAY, 20th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sekine, 9,600		TUESDAY, 29th Sept., at Daylight.
	NIKKO MARU Capt. R. Takeda, 9,600		WEDNESDAY, 21st Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KAWACHI MARU Capt. Nakamura, 12,500		THURSDAY, 24th Sept.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. H. Nomura, 12,500		THURSDAY, 24th Sept.
KOBE	JINSEN MARU Capt. Tanaka, 5,000		THURSDAY, 1st Oct.
SHANGHAI and KOBE	SANUKI MARU Capt. Date, 12,500		TUESDAY, 29th Sept.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. R. Takeda, 9,600		SATURDAY, 26th Sept., at Noon.
KOBE and YOKOHAMA	HITACHI MARU Capt. Sato, 12,500		FRIDAY, 9th Oct., at 11 A.M.

Equipped with New System of Wireless Telegraphy.

Notice—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

TELEPHONE Nos. 292 and 1241.

T. KUSUMOTO, MANAGER.
[8-9-14]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.	COLOMBO.	6 p.m. Tues.	Noon. Satur.		Fridy	Thursdy
Sept. 17	SALSETTE	Sept. 22	Sept. 26	MALOJA	Oct. 23	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	1st Saloon	"A"	Accommodation	Single	Return
LONDON	£65.	"	"	£59.	£97.
	2nd Saloon	"B"	"	"	£29.
		"	"	"	£56.
		"	"	"	£60.
MARSEILLES	1st Saloon	"A"	Accommodation	Single	£31.
		"B"	"	"	£21.
	2nd Saloon	"A"	"	"	£23.
		"B"	"	"	£17.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS.	Leave Y'AMA	Leave SHANGHAI	Leave H'KONG	Leave S'FORM	Due at M'SHILLERS	Due at LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £75 Return; 2nd Saloon £25 Single; £52 Return

FARES TO MARSEILLES: 1st Saloon £45 Single; 2nd Saloon £23 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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